

Amendments to the Specification:

Please amend the paragraph beginning on page 1, at line 8 as shown below:

Such a A head restraint positioning mechanism is ~~known from~~ disclosed in DE 10206894. This mechanism serves to absorb the reaction forces acting on the passenger sitting in the vehicle seat during an impact, particularly a rear-end one, to the vehicle, ~~in the sense that, because of the impact device and the parts of the head restraint positioning mechanism connected to it, the~~ The head restraint moves in the direction of the head of the passenger, whose head is securely supported by ~~this means~~ the restraint in case of impact. In ~~the~~ this arrangement of the impact device, it must ~~particularly~~ be noted that the ~~centre~~ center of gravity of the passenger is usually located approximately in the stomach/pelvis area and that, during a rear-end impact to the vehicle, a corresponding force is first exercised on this area. As a result of this force, the area is pressed in the direction of the seat back of the vehicle seat. Only subsequently does the upper part of the body with the head, for example, also move in the direction of the seat back. Because of this, there is usually a ~~certain~~ gap between the passenger's head and the head restraint, which is at least reduced by the head restraint positioning mechanism. This likewise leads to an avoidance of or at least a reduction in a whiplash injury to the passenger.

Please amend the paragraph beginning on page 1, at line 24 as shown below:

The known head restraint positioning mechanism works reliably in this regard and has proven satisfactory in practical application. The cost of such head restraint positioning mechanisms is relatively high. This is due, for example, to the fact that different parts of the head restraint positioning mechanism are separately held in a way that they can pivot and also partially because separate ~~pivoted~~ pivoting levers are necessary for a pivoting arrangement of the corresponding parts of this known head restraint positioning mechanism. In addition, it has become apparent that the corresponding effective levers between the individual parts of this known head restraint positioning mechanism are relatively long, so that, on the one hand, this mechanism takes up a lot of room and, on the other hand, ~~relative~~ larger play is necessary for

the different parts of this known head restraint positioning mechanism for ~~the corresponding~~ positioning of the head restraint.

Please amend the paragraph beginning on page 2, at line 12 as shown below:

According to the invention, the impact device presents at least one structural unit with pressure-induced length variation. This means that when there is an impact to the vehicle from the rear and pressure is applied to the seat back by the passenger ~~because of this,~~ there is a change in the length of the structural unit, which is then converted into a corresponding positioning of the head restraint via the moveable connection with the head restraint. With such pressure-induced length variation, the impact device extends in the direction of the head restraint, whereby this length increase leads to a corresponding positioning of the head restraint.

Please amend the paragraph beginning on page 5, at line 14 as shown below:

In order to realize sufficient pivoting in this connection in an easy way, the clip connection element can present at least one bearing shell formed with an essentially semi-circular cross-section. The bearing shell ~~is~~ may be clipped to a corresponding counter-element and not only connects the different parts, but also ~~serves their ability to pivot relative to one another~~ facilitates pivoting.

Please amend the paragraph beginning on page 5, at line 25 as shown below:

In order to be able to also use the impact device particularly in connection with an impact panel with a convex curvature in the direction of the passenger in combination with a lumbar positioning device of the seat back of the vehicle seat, the impact device can be supported ~~on~~ at its lower end on a pivot shaft for a pivoting connection. Because of this pivoting connection, ~~on the one hand,~~ there is a possibility of positioning the seat back in the lumbar region of the passenger so that good support of the lumbar region is ~~always~~ provided ~~by the seat back~~. Because of this positioning capability, it is also possible for the release of the head restraint positioning mechanism to occur faster, because ~~it is exactly~~ the impact device ~~that is always adjustable so far~~ in the direction of the passenger ~~that~~ and the passenger is in

contact with the seat back in this area and a corresponding application of pressure during a rear-end impact to the vehicle takes place quickly and directly.

Please amend the paragraph beginning on page 7, at line 23 as shown below:

~~As a rule, the head restraint for supporting the head of a passenger during~~
During a rear-end impact ~~should~~ the head restraint may not be adjusted only vertically or upwards, but also ~~forwards~~ forward in the direction of the head, i.e., in the direction in which the vehicle is traveling ~~travelling~~. For example, this can be done in that one of the components of the head restraint positioning mechanism is restrictedly guided in the appropriate way. However, in order to change the design of the seat back or the corresponding frame as little as possible in this connection, a link guide can be formed between the guide sleeve and vehicle seat. This link guide serves to move the guide sleeves relative to the vehicle seat and ~~therefore particularly to~~ the seat back during the release of the impact device in such a way that the head restraint is additionally moved forward in the direction of the passenger's head. With this movement, it can be sufficient if the corresponding variation in the length of the component of the impact device ~~is only converted into such a positioning of~~ moves the head restraint forward in the direction of the passenger's head. In other cases, it ~~proves~~ may prove to be advantageous if the length variation is converted both into a forward movement and ~~into~~ an upward one. For example, the link guide can be formed in the way that at least one guide element sticks out from the guide sleeve, and that this guide element engages ~~in~~ the seat back with a corresponding guide on the vehicle seat ~~and particularly on its frame~~.

Please amend the paragraph beginning on page 8, at line 16 as shown below:

It is possible that the release of the head restraint positioning mechanism occurs only one time, i.e., that practically a new head restraint positioning mechanism or at least a new structural unit with pressure-induced length variation must be installed after a corresponding impact with release of the head restraint positioning mechanism. In this way, proper function of the head restraint positioning mechanism is ensured in all cases. There is, however, also the possibility that at least this impact device's structural unit ~~with pressure-induced length variation~~ is formed of an elastically workable material, so that it completely

moves back into its original form after a release of the head restraint positioning mechanism; so that it is possible to release it more than one time without impairing the safety. Examples ~~for~~ of such elastically workable materials are different plastics or also metals. ~~In this connection, it is only briefly indicated that the remaining~~ Other components of the head restraint positioning mechanism can likewise be produced from plastic material or metal; ~~depending on the requirement.~~

*Please delete the paragraph beginning on page 9, at line 7 which starts
"In the following"*

*Please delete the paragraph beginning on page 9, at line 9 which starts:
"Shown are:"*

Please amend the paragraph beginning on page 9, at line 10 as shown below:

Figure 1 is a perspective front view of an embodiment of the head restraint positioning mechanism according to the invention;

Please amend the paragraph beginning on page 9, at line 12 as shown below:

Figure 2 is a side view of the embodiment according to Figure 1;

Please amend the paragraph beginning on page 9, at line 13 as shown below:

Figure 3 is an embodiment according to Figure 1; built into a seat back of a vehicle seat; and

Please amend the paragraph beginning on page 9, at line 15 as shown below:

Figure 4 is a partially cut-out side view of the head restraint positioning mechanism in the base state and in the release state.

Please amend the paragraph beginning on page 9, at line 22 as shown below:

The guide sleeves 3 present a slight curvature and serve to retain the head restraint rods 4, see particularly Figure 4. The head restraint rods 4 are adjustable within the guide sleeves 3, between ~~the different convenient positions of the head restraint 2, again, see Figure 4.~~ In this way, ~~an adjustment to for~~ passengers of different sizes ~~takes place, is~~ facilitated so that the head restraint can ~~always~~ be arranged in the correct position relative to a passenger's head.

Please amend the paragraph beginning on page 10, at line 4 as shown below:

The lower ends of the guide sleeves 3 are inserted into sleeve retainers 28, 29[[,]] arranged on the side ends 30, 31 of the holding device 5. In the depicted embodiment, ~~the~~ guide sleeves 3 and sleeve retainers 28, 29 ~~present~~ have anti-twisting cross-sections. The cross-section ~~is~~ may be essentially rectangular.

Please amend the paragraph beginning on page 10, at line 17 as shown below:

A lower end 20 of the holding device 5 presents a clip-on device ~~that is roughly formed with a semi-circular cross-section,~~ to which an upper end 17, ~~also refer to Figure 2,~~ of the connection element 11 can be clipped. This upper end 17 and correspondingly also the lower end 18 of the connection element 11 present corresponding pivoting connection devices 19, which are formed in the depicted embodiment as clip connection elements 21, which are formed by ~~semi-circular~~ circular bearing shells ~~22, 23, and~~ 24. By clipping these bearing shells, for example, to the lower end 20 of the holding device 5, both the connection of these parts and the pivoting capability of both parts relative to one another are realized.

Please amend the paragraph beginning on page 10, at line 26 as shown below:

~~The Two~~ bearing shells 23, 24[[,]] are arranged at ~~a distance from one another~~ at the upper end 17 and the lower end 18 of the connection element 11. ~~These~~ Bearing shell 23 can be clipped on to a clip-on shaft 38 on the upper end 14 of the impact device 6. The clip-on shaft 38 is integrated in the upper end 14 of the impact device 6 as a connecting device 15.

Please amend the paragraph beginning on page 11, at line 8 as shown below:

The impact device 6 presents a structural unit 10 with pressure-induced length variation, which is formed by an impact panel 12 with a convex curvature in the direction of the passenger, ~~see Figure 4~~. The impact panel 12 extends essentially up to the clip-on shaft 38 and, opposite, up to the lower end 26 of the impact device 6, on which a pivot shaft 27 is connected to it. In the direction of the connection element 11, the impact panel 12 presents a decreasing width ~~13~~.

Please delete the paragraph beginning on page 11, at line 14 that starts with:

"Figure 2 represents"

Please amend the paragraph beginning on page 11, at line 26 as shown below:

Figure 3 shows a top view of a seat back 9 as a part of a vehicle seat 33, whereby particularly the different components of the frame 32 of this seat back 9 are depicted. The frame 32 presents essentially upper and lower cross-components 43, 44 and the ~~latter~~ lateral side components 46, 47 that connect them. In the upper cross-component 43, two openings 42 are formed at a distance from one another, in which retaining sleeves 37 are arranged. These serve the at least partial retention of guide sleeves 3, ~~not depicted in Figure 3, see shown in~~ Figures 1 and 2. These extend from the sleeve retainers 28, 29 of the holding device 5 at least into the retaining sleeves 37, whereby the link guide 35 is formed between these and the guide sleeves 3.

Please amend the paragraph beginning on page 12, at line 7 as shown below:

In Figure 3, the pivot shaft 27, see also Figures 1 and 2, is visible at the lower end of the head restraint positioning mechanism 1 whose ends are held in shaft bearings 45. These shaft bearings 45 can be arranged directly on the lower cross-component 44 of the frame 32. In this way, there can be a detachable mounting of the head restraint positioning mechanism 1 directly to the frame 32 of the seat back 9 ~~or of the vehicle seat 33~~. Likewise, it is possible to pre-mount the head restraint positioning mechanism 1 on a separate supporting

device 34, see the dashed line representation in Figure 3, and then to mount the supporting device 34, together with the head restraint positioning mechanism 1, to the vehicle seat 33.

Please amend the paragraph beginning on page 12, at line 19 as shown below:

In Figure 4, the head restraint positioning mechanism 1 according to the invention is depicted in a simplified representation, both in a base position and in ~~its~~ a release position. The seat back 9 ~~in position 48~~ is shown in solid lines is ~~allocated to~~ in the base position ~~of the head restraint positioning mechanism 1~~ and the seat back 9 is shown in phantom lines in position 49 is ~~allocated to~~ in the release position. It is particularly evident that the impact device 6 is essentially allocated to a pelvis 7 of a passenger 8. In case of a rear-end impact to the corresponding vehicle, the pelvis 7 of the passenger 8 will first move in the direction of the seat back 9, because the ~~centre~~ center of gravity of the passenger is roughly located in the area of the pelvis. In this way, the curvature of the impact device 6, with convex curvature in the direction of the pelvis 7, is reduced, which leads to a pressure-induced length variation of the impact device 6. Because of the reduction of the curvature, there is an enlargement of the length of the impact device 6 ~~in the direction of the head restraint 2~~. Because of this enlargement of the length, the head restraint 2 is likewise shifted up and forward through the corresponding connection with the connection element 11, holding device 5 and guide sleeves 3, see the position of the head restraint 2 identified by reference number 48. The positioning of the head restraint results, ~~besides from~~ due to the change in length of the impact device 6, ~~from the link guide 35 between guide sleeves 3 and retaining sleeves 37, see Figure 3 in this regard.~~

Please amend the paragraph beginning on page 13, at line 21 as shown below:

Furthermore, it should be pointed out that because of the ~~special~~ curvature and arrangement of the impact panel 12, it can simultaneously serve as support in the lumbar region of the passenger and thereby replace or at least supplement other corresponding devices in the vehicle seat.